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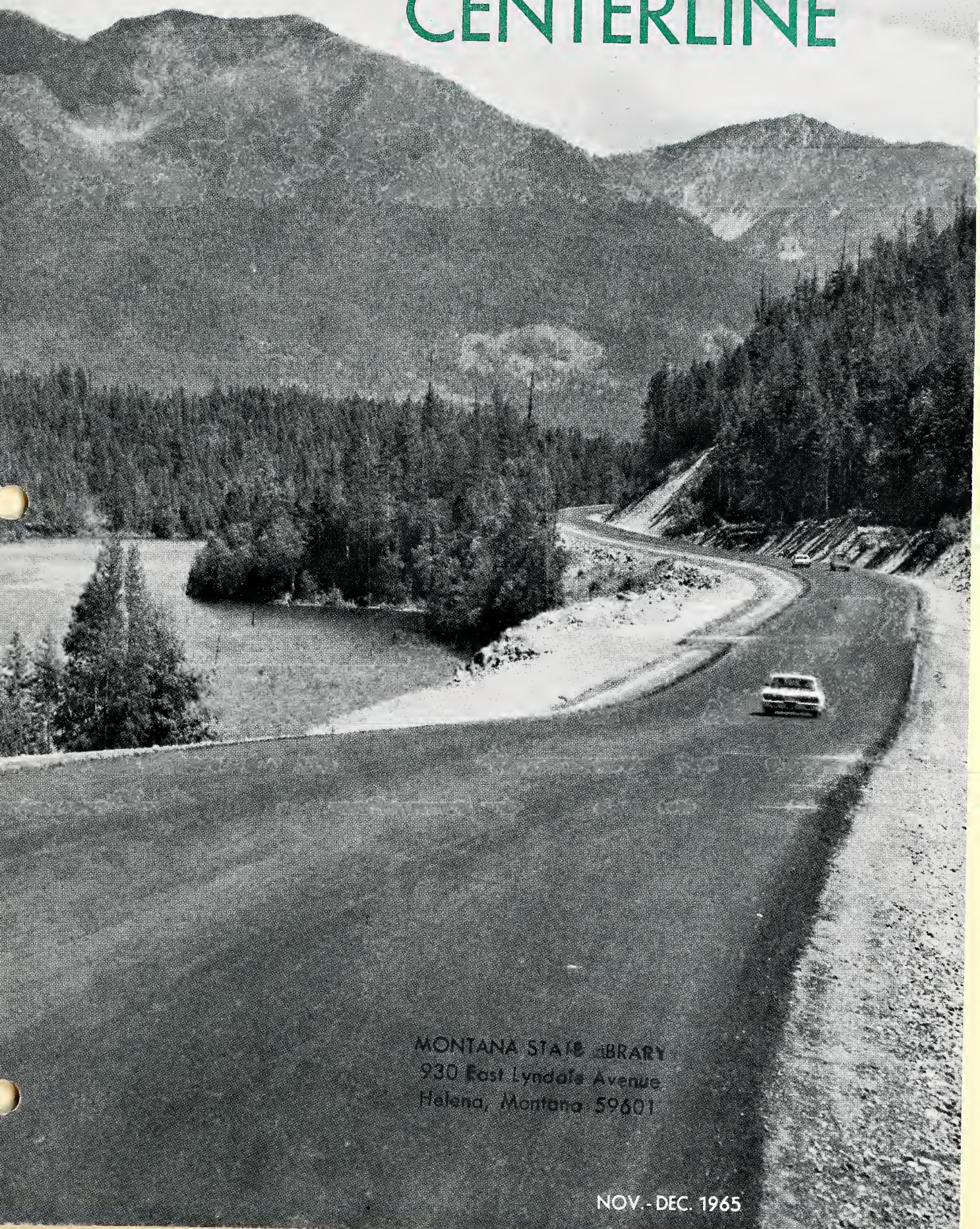

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CENTER LINE

Volume VIII Number 7

Governor
TIM BABCOCK

Montana Highway Commission
ALEX BLEWETT, Chairman

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J. M. NASS
DALLAS VAN DELINDER

State Highway Engineer
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Center Line is published every other month in the interest of the management, employees and others dedicated to the Montana highway program. It is designed to present information on highway construction, progress, people and places.

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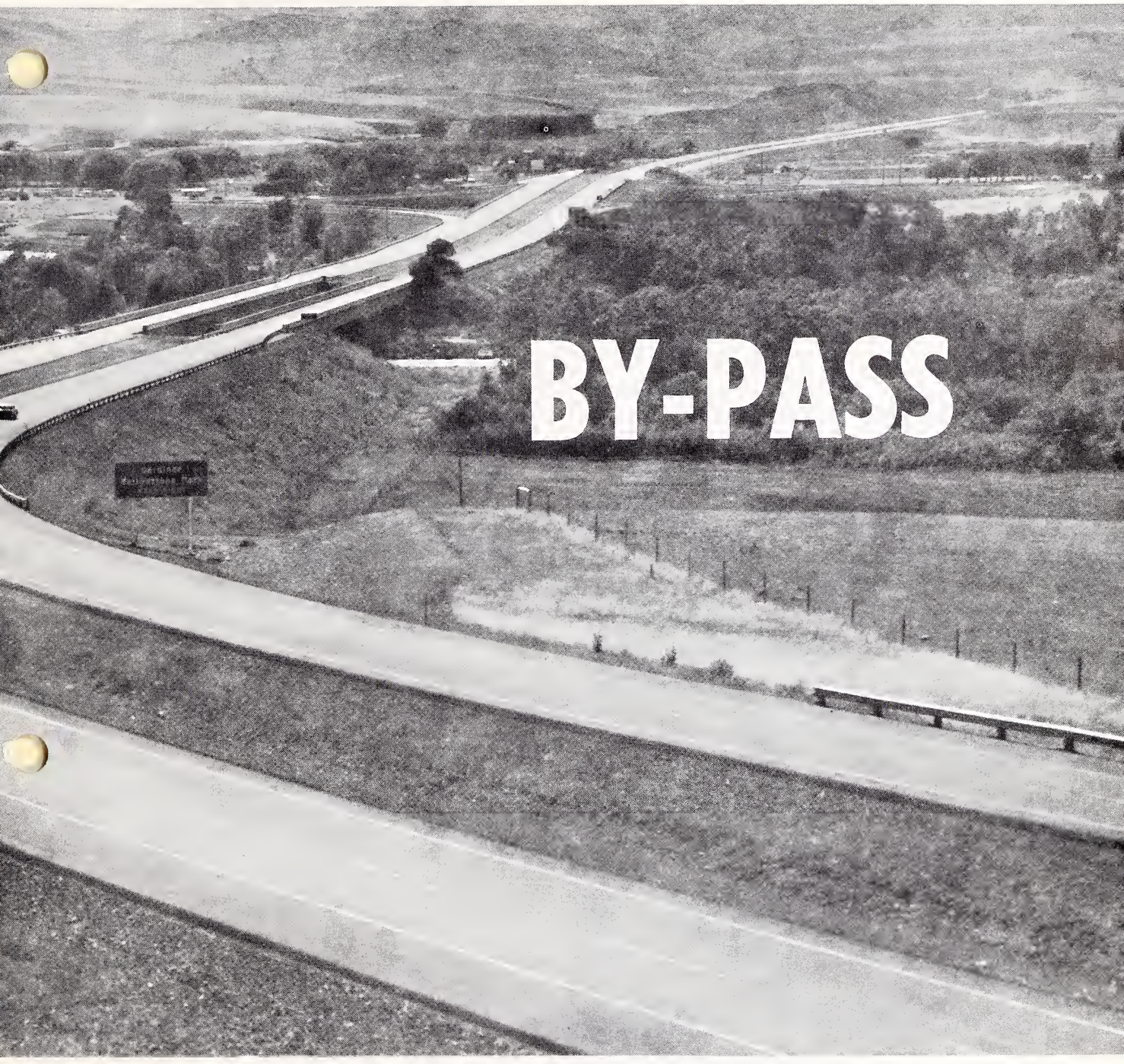
FRONT COVER

Montana Secondary 209 is pictured winding along the Swan River just south of Bigfork. Highway photographer Marvin Kalland made the cover photo last July before center lines had been painted on this newest portion of 209. This picture prompted the feature on pages 8 and 9 of this issue, "Scenic Seconday". Mountainous terrain and access to water recreation are aptly depicted, as well as the wide turnouts and road shoulders that permit safe parking for scenic seeking motorists.

Livingston's Story Three Years Later

By TERRY BASS
Staff Writer



BY-PASS

Three years ago, highway engineers were about as welcome in Livingston as ants at a picnic. The hum and hustle of construction equipment cutting a four-lane Interstate around the town was no sweet song of progress to town officials, business leaders and merchants.

Instead, the noise of Interstate 90 by-passing their town was the sound of economic disaster . . . and, many were the voices that said so in loud and angry terms.

The by-pass was completed in September, 962, with Governor Tim Babcock snipping the ceremonial ribbon. To many, the town's economic jugular vein was severed that day, as traffic began flowing over the 11.8 miles of high-speed asphalt around the southern edge of Livington.

"We were apprehensive, to say the least, back then," recalled Livingston's mayor, George Ommundsen. "It's different now, though."

Different indeed! The town's businessmen, civic leaders and town officials are talking favorably about their by-pass. Many are calling it an economic shot in the arm to Livingston. They are even asking: "When will we get more Interstate in this area?"

Livingston today is free of trucks and traffic conjestion. Looking east along the town's former throughway (U.S. 10), the many parking spaces and freedom from heavy traffic stand out. There is easy access for townspeople and tourists alike to Livingston's business district. Note tourist trailer parked on far left. This photo was taken in mid afternoon on a weekday.

Signs of Progress

Bank deposits are up several million dollars in Livingston today. Residental and commercial telephone hookups have increased by nearly 400. Instead of business folding, the town now supports a new shopping center near one of the three I-90 interchanges, several new gasoline stations, a new four-bay automatic car wash and numerous businesses have either done extensive remodeling or moved into larger quarters in the downtown district.

"I would venture to say that just about all of our citizens realize the importance of our by-pass now," Mayor Ommundsen said, "and what it means financially to our town. So why complain? Here we are, sitting with a beautiful Interstate highway going from east to west, allowing the tourist a chance to get here in good time and even visit the area another day."

MEL DAVIS
Banker

Livingston banker Mel Davis perhaps explained best the feeling of the economic community when he said, "I can't really see any bad effect that the by-pass has had on our city. Why, from June, 1957, when the first public hearing was held on the by-pass, to April of this year our bank deposits increased by nearly four million dollars.

"Based on that, it doesn't appear that the economy has been hurt too badly by the by-pass," Davis commented. "A lot of people won't admit it, but they have actually been helped by the by-pass. I believe it is good for the whole town."

Some people do admit, however, that the by-pass has helped their town . . . people like Mrs. Robert I. Ferguson, assistant manager of the Parkway Motel in Livingston: "The opening of the by-pass has been a help to us. Our business has definitely gone up. According to the records we have had a steady increase in business since it opened."

Mrs. Joyce Heer, desk clerk for three years in the Guest House Motor Hotel and Restaurant in downtown Livingston, had these comments: "Although I am not aware of any definite figures, I am sure that the by-pass has not hurt our business a bit. Business has been as good, if not better than before the by-pass opened. I have heard the owner say that business couldn't be better."

Mrs. Marvin Olson, owner and manager of the Del Mar Motel on the west side of Livingston, said, "The first winter showed a definite decrease in our business because of the by-pass. But after that, business bounced back to normal."

Gas Business Good

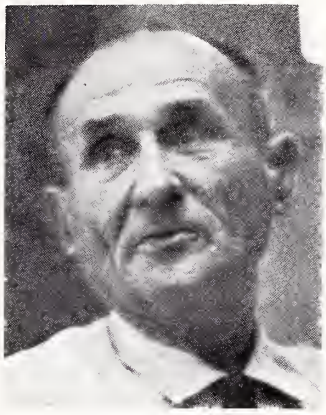
One of the first businesses to feel the bite of a by-pass is the downtown gasoline and service station, which formally fronted on or near the mainline of through traffic. Hunter's Union Service and Harold's Conoco are two such businesses.

"We lose some traffic now to the by-pass," reported Everett Hunter, "but not really much. The effect has not been as bad as I had anticipated. I was opposed to the by-pass at first, but it hasn't had the bad effect I thought it would."

Harold Mossback, owner of Harold's Conoco said, "If anything at all, I have had a business increase. I have been here 4½ years and busi-

ness has increased each year. The real benefit of the by-pass has been the lessening of the truck traffic on our streets. This has been a tremendous asset to the whole town and we are all more than grateful. No, I couldn't say business has been hurt at all by the by-pass."

Undoubtedly, fear of the unknown plagued the people of Livingston back in the early 1960s. The residents reasoned that to sudenly remove the through-town highway, one of three principal sources of income, would be like building a wall around the town. And during that first winter of 1962, some businesses like service stations, motels and restaurants did suffer an initial jolt as tourists and motorists sped past. But the business volume soon turned upward, and the trend has continued.



FRANK POWELL
Editor

Before, trucks and traffic rolled through the city's mid section with an angry roar. Now, trafic flows in Livingston with ease. It's there because it wants to be there, and because the town has made itself attractive for both tourists and road-weary motorists. Shoppers park a few steps from their favorite store and buy without conjestion.

The three exits into Livingston are plainly marked. Residents and businessmen are continually improving the looks of the entrances to aid in attracting the motoring public. Citizens like Frank Powell, editor of the Livingston Enterprise, are working on new ways to spruce up their town and attract business into the Park County seat.

"I told them (city fathers and businessmen) that what we need is a good system of lighting the Interstate exits and the avenues into town," Powell said. "This would be great."

The enthusiasm of community leaders like Powell, Mayor Ommundsen and Mel Davis has influenced the residents of Livingston, too. A man questioned on a street corner commented, "I was dead set against this by-pass idea. But not any more. There's no more truck noise, except a little in winter, and a good night's sleep is great. Too bad we didn't think about it (the by-pass) long ago."

GEORGE OMMUNDSEN
Mayor

A housewife with a family in school commented, "I like the by-pass very much. Traffic on our streets has been cut down and now my children don't have to cross a busy street to get to school."

Not all comment on I-90 by-pass was favorable. A few claimed it hurt the town or their business. One such businessman in the sporting goods field not only blamed the Highway Department and its by-pass for Livingston's economic ills, but added the Chamber of Commerce and railroad. Livingston is a major railroading center. After extensive interviewing, however, this same individual admitted his business had actually increased every month since he moved into new quarters and doubled his store size in downtown Livingston over a year ago.

"Those who complain will blame anything," commented banker Mel Davis. "But they are looking for an out. They don't belong to the Chamber, or work for the railroad. And when it comes to highways they have no idea of the problems involved. They view the by-pass and everything else from an individual standpoint. And you can't do that," Davis continued. "You have to examine the complete city and work for it as a whole."

The human side of the Livingston by-pass story is effective. But it's not complete. Too many variable factors enter into feelings, visual observances and cash register receipts. What do the statistics show? What do the Highway Department's own traffic surveys tell? Are the feelings and assumptions gathered on the sidewalks and in the busines houses of Livingston correct?

They are correct.

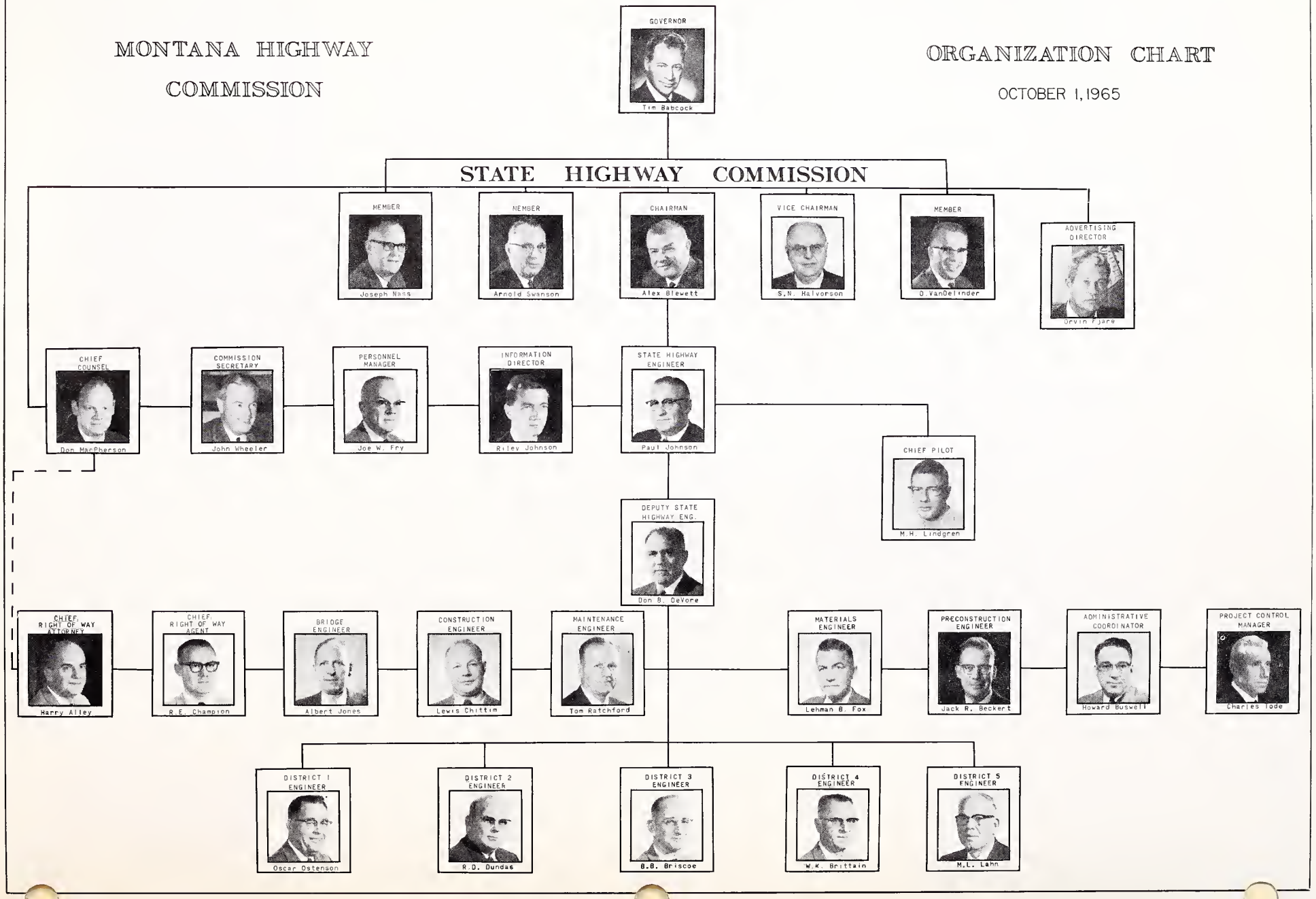
Traffic Engineers Agree

Traffic engineers note that prior to construction of the Livingston I-90 by-pass a survey showed that 36 percent of the mainline traffic was headed for the business district. This survey excluded all commercial vehicles, trucks and buses. A follow-up survey after the by-pass had been constructed showed 45 percent of the mainline traffic exiting to the business district.

MONTANA HIGHWAY COMMISSION

ORGANIZATION CHART

OCTOBER 1, 1965



Flagwomen Ahead

Women have done it again!

In recent years females have invaded nearly every occupation previously monopolized by American males. But who would have ever thought they could penetrate the highway construction business.

And that's just what has happened in Montana.

Two years ago, Zook Brothers Construction of Great Falls began hiring women as flaggers on highway construction projects under contract to their company. At first the hiring was done on an experimental basis as a test balloon for public relations. The balloon didn't burst, and today Zook Brothers are the proud fathers of a most successful "brain child."

"The flagwomen drew enthusiastic comment from throughout the state," the construction company reports. "In our opinion, the plan works very well."

Originally, only a few women were hired as flaggers. Today the company has 72 flagwomen on its payroll, and present plans call for hiring only women flaggers on all future jobs.

Less Back Talk

The reasoning behind this public relations venture is relatively simple. It was the construction company's hope that women would draw less back talk from drivers as well as make motorists feel less anxious about delays at highway construction sites.

The company was right.

In the words of Mrs. Lavern Glassley, Zook flagwoman: "I understand that men flaggers were often insulted by drivers of the cars they stopped. But I find just the opposite in my work. The drivers are considerate and charming. They aren't interested in insulting a woman. In fact, very often they stay to talk after I flagged them on."

Mrs. Glassley explained that motorists usually look twice at her before exclaiming, " thought you were a woman, but I couldn't be sure at first!" Drivers seem to think of women flaggers as a novelty, and they like the change.

Montana Leader

"Some tourists from way back east have seen flagwomen before," Mrs. Glassley added, "but not as many as Montana is now employing."

Women have turned to this unusual occupation of flagging for varying reasons.

"I can't hold down a 12-month a year job and still go to school," Miss Baird explained, "so I flag during the summer with the hope of making enough money to go to college in the winter."

Miss Baird flagged this summer at the Belt Hill project east of Great Falls. She stopped cars at a scrapper crossing located halfway down the hill.

Mrs. Glassley, who also works on the Belt Hill scrapper crossing, enjoys flagging for a combination of reasons. "I have a real love for heavy construction equipment," the Great Falls housewife commented. "I like to be around construction areas because of the equipment and the people. Construction people are a different, exciting and interesting breed."

Frequently wives of construction workers become flaggers. Such an arrangements allows both members of the family to work in the same area with the same working hours.

SCENIC S

Western Montana's towering Mission Mountains stand silent witch over a 91-mile stretch of tranquil and scenic hgihway, which is fast becoming one of the heaviest traveled secondary roads in the state.

Blacktopped from U.S. 20 at Clearwater Junction to the quaint community of Bigfork, the road skirts the Swan River. Thus, it is often called the Swan River Road, although its official title is Montana Secondary 209.

Recreation and scenery are the major causes of the Swan River Road's growing popularity. And yet, the increase in traffic has by no means kept pace with what this highway has to offer the traveling or vacationing motorist. The reason is advertising.

You'll not find any colorful folders on the Swan River Road in local Chambers of Commerce literature racks. Nor will you find a Highway 209 Association actively boosting its product. Instead, most people are lured to the Swan River Road on the advice of another person who has already discovered the route. Perhaps this is good. Perhaps this is how beauty is preserved.

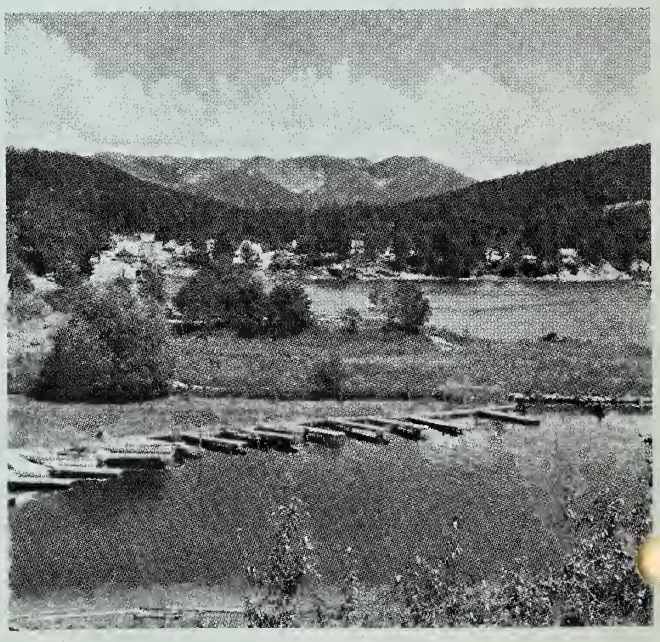
The Swan River Road flows past 10 lakes in the Swan River valley. Although not large, the lakes offer an abundance of fishing, boating and water recreation. There are more than two dozen tailored camping grounds along highway 209, and the road penetrates more than 60 miles of national forest land and a game refuge. Scenery runs the gamut from a scurrying ground squirrel to the tallest, snow-capped mountain peaks in Montana.

A few pockets of commercial life do appear by the roadsides. Here's a cafe and truck stop. Across the way is a resort ranch. There's a cluster of buildings called Condon. Here's a motel and a gasoline station.

But fortunately, natives of the Swan River Road have kept the distances between these pockets unmarred by sign litter. Wild shrubbery, space-needle pines and range stock take the place of billboard jungles.

Highway Department traffic counts show 424 vehicles travel the Swan River Road every day of the year. This compares to the average daily traffic on secondary roads in Montana of only 173 vehicles. Most frequent users of the highway year around, of course, are Swan River natives

Bigfork sets in a typical Swan River backdrop as the camera's eye looks east over Bigfork Bay. This scene is viewed by motorists as they turn right off highway 209 at its northern tip and proceed along Flathead lake on Montana 35 toward Kalispell, Columbia Falls and Glacier National Park.



ECONDARY

and Montanans who have either discovered the road for north-south travel or who own or rent summer homes and cabins in the region. Naturally, tourism bolsters the traffic load during summer months.

Before 1949, the Swan River Road was a county-maintained dirt road used by natives and a few adventurous Montanans. Weather permitted travel, however, during only a small part of the year. But even back then, the word on the wonders this route held were seeping out. A highway survey indicated rising traffic necessitated paving. The first 15 miles of paving and reconstruction on 209 was let to contract that same year, beginning at Clearwater Junction.

In 1952, the Bureau of Public Roads began reconstruction of some 63 miles of the Swan River Road through national forest land, extending north from the community of Seeley Lake. This project took seven years to complete.

The final stretch of highway 209 into Big fork was completed in 1964. Total cost of paving 209 was $4½ million.

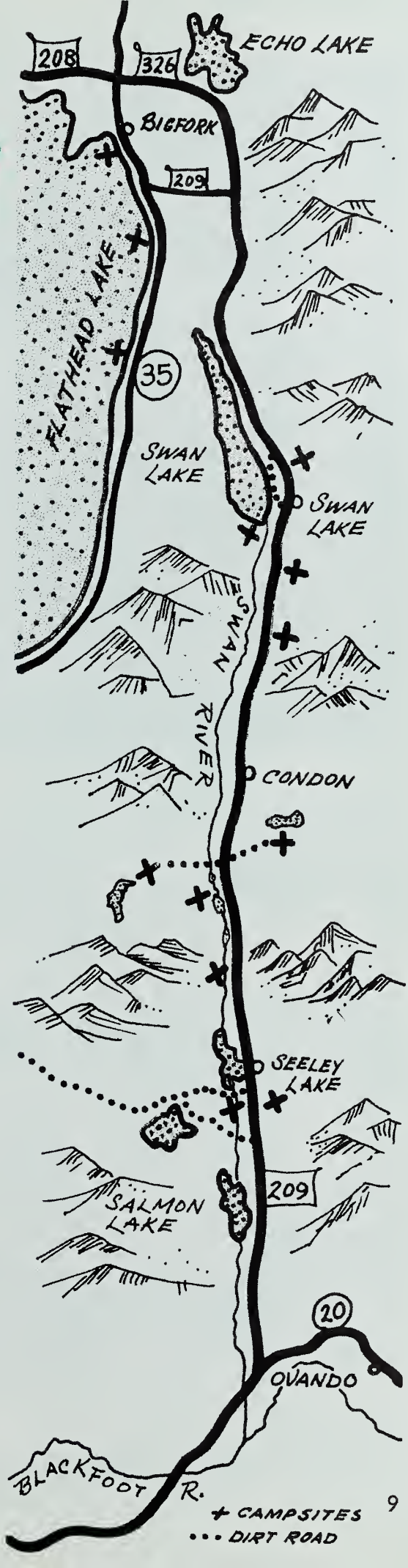
Gains Recognition

At the request of the various counties, the Highway Department assumed maintenance of the Swan River Road and it was placed in Montana's secondary road system. Today, the road is in excellent condition and offers a softly curving drive through Mission Mountain country.

Highway maintenance engineers budget $1,000 per mile each year to maintain the Swan River Road, which engineers say is an average figure. Ray Spurzem, retired Kalispell division engineer, reports the highway presents no serious problem to winter maintenance crews. Snow removal and sanding by the two maintenance section houses at Rainy Lake and Swan Lake require only normal attention, Spurzen said. Winter maintenance of 209 during 1964 cost the Highway Department $33,000.

Scenery, recreation and a break from the ordinary are the virtues of the Swan River Road. But this lengthy ribbon of highway doesn't beg to be noticed. It just quietly awaits discovery by those seeking adventure.

And for those who discover it, Montana Secondary 209 puts forth only the finest.



The latest word in concrete paving machines unravels I-90 east of Missoula.

Paving Goes Modern

By VICKY BURKART
Staff Writer

A new concrete paving machine, dubbed the "latest word in paving", wound its way from Bonner to Missoula this summer. And it has left behind a success story as long as its concrete path.

J. W. Vickery Company of Alamo, California, brought the machine to Montana and assembled it. Vickery was subcontracting the paving of the 4.9 miles of Interstate 90 from Bonner to the Van Burean interchange in Missoula. Principal contractor was Zook Brothers.

Although brand new to the industry, Vickery's concrete paver laid two ribbons 24 feet wide by eight-inches thick and gave construction crews little trouble. In fact, construction engineers are looking forward to the machine's return to Montana next season.

The machine is electronically controlled and functions by following precisely a fine wire along the highway base. Contractor's surveyors determine this level by placing the wire along stakes put out by Highway Department engineers.

Not Slip Form

The paver represents a step beyond the now popular "slip form" concrete paver. "Slip form" machines function with a 60-foot form trailing behind the body of the paver. The form moves with the machine at the rate of nine feet per minute under ideal conditions. The concrete far behind the machine has enough time to set before the trailing forms pull past.

The new paver does away with trailing forms. Instead, the machine carries a much shorter form concealed within the paver itself. The machine therefore requires a stiffer concrete consistency than the "slip form" paver with trailing forms.

Normal slump allowance for concrete highways averages three inches. With the new paver, however, the water content of the concrete is reduced to allow only a one and a half inch slump average. This allows the cement to take shape as quickly as the machine lays it. A continuous ribbon of concrete forms as the paver moves forward at the rate of one half to three quarters of a mile a day.

The finishing work is an important follow up to the use of the paver. Right-angle edgers are used to smooth out any drips or rough spots along the concrete sections, and the surface is smoothed to complete the job.

After the concrete has set, a joint-cutting machine makes both horizonal and vertical cuts along the cement base. These cuts are filled with a special mixture which allows for expansion and contraction of the highway.

Saves Time, Money

Despite the finishing work required, the machine seems to save in labor cost. S. F. Thompson, Missoula Division engineer, said the paver proved itself to the division because "it meant the use of a smaller crew to get the same amount of work done as was previously required with other machines."

Missoula District Engineer Oscar Ostenson called the new machine "the latest word in paving."

"I think it is a wonderful machine," Ostenson commented. "It is one of only a few in the United States, and it sure pulls through on the job."

Ostenson explained that the new paver managed to meet a tolerance specification of only ⅛ inch in ten feet of pavement.

Has Done Better

"Only minor grinding was required on the Bonner-Missoula section because the machine did come very close to tolerance specifications. In other states, with a tolerance allowance of only seven inches accumulative rise or fall in the concrete surface per mile, this machine has accumulated only three inches," Engineer Ostenson said.

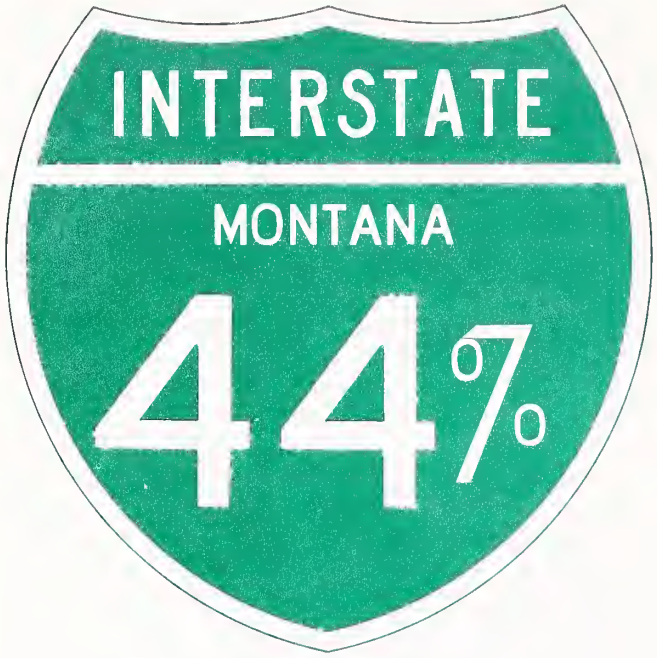
Don Zook, whose company subcontracted the paver, also commented on the success of the job.

"Company representatives helped assemble the paver at the construction site, and after that we had to make only a few minor adjustments. As far as I can see, this machine is the cheapest way yet for laying concrete down."

The paving machine has been shipped to Washington to complete other contracted road work, but the paver will undoubtedly be in Montana again soon. Both contractors and engineers hope to see it unraveling a ribbon of concrete in the Missoula area again next year.

A worker inspects the fine wire used to guide the new concrete paver. The machine follows the wire precisely and will show even the slightest variation evident in wire placement. The machine travels about one-half mile per hour.

Finishing crews follow closely behind the new concrete paving machine as it inches forward along the established guide wire. Follow-up crews smooth and surface the cement base. The machine is laying the west-bound lane of I-90 just east of Missoula. (Photos by Al Darr, The Missoulian)



Montana's 1,174-mile Interstate highway system is fast approaching the halfway mark. As of last month, engineers had completed or under contract 44 percent or a little more than 525 miles. The halfway milestone is expected to be passed next summer.

Although Montana's share of the total 41,000-mile national Interstate network is only three percent, it still amounts to a lot of road building. Stretched end-to-end, Montana's three Interstate routes would reach from Billings to Chicago or from Great Falls to San Francisco.

Staggering Costs

For example, motorists have invested over $242 million in Montana's Interstate network since work began in 1956. That's enough money to purchase 7 billion gallons of gasoline, which would fill the gas tanks of 566 million automobiles. Fortunately, Montana has contributed less than 10 percent of the total cost to date. Federal participation amounts to over 90 percent.

The final cost when Montana's Interstate is completed in 1972 is expected to be over $473 million.

A Lot of Dirt

To illustrate the unbelievable construction statistics, analyze the 107 million cubic yards of earth excavated on Interstate projects so far in Montana. That's enough dirt to build a wall three-feet thick and 70 feet high around the entire state of Montana; or it's enough dirt to fill a train 20,265 miles long; or it's enough dirt to fill every house in Montana.

If these aren't graphic enough, try this one. It would take only 75 per cent of the earth excavated to date on Interstate projects in Montana to completely fill the Berkley Pit in Butte.

Other Roads, Too

But highway engineers haven't been solely occupied with building Interstate highways the past nine years. During this same period, 1,935 miles of primary and 2,594 miles of secondary road have been either built or reconstructed in Montana. Thirty miles of Urban construction have also been completed. This means engineers have built 8½ times more primary and secondary highways than they have Interstate highway during the 1956-65 period.

Interstate Scoreboard

The following statistics are Interstate totals from 1956 to date and represent projects complete and/or under contract.

Construction Costs*	$179,207,019.00
Subsidiary Costs**	$63,432,761-.00
Total Interstate Cost to 1965	$242,639,780.00
Interstate Cost 1972	$473,470,000.00
State Money Expended	$21,352,299.00
Federal Money Expended	$221,287,481.00
Interchanges	88
Earth Excavated, cubic yards	107,061,000

	Miles
Structures	17½
Fencing	527
Signing	469
Seeding	485
Concrete	79.1
Asphalt	446.393
Four-Lane	261.969
Two-Lane	263.524

	Miles
Interstate 1972	1,174.856
Completed Interstate	525.493
Remaining Interstate	691.292
Interstate 15, 1965	170.376
Interstate 15, 1972	385.447
Interstate 90, 1964	228.367
Interstate 90, 1972	539.997
Interstate 94, 1965	83.472
Interstate 94, 1972	247.764

*Cost of actual construction

**Cost of rights of way purchases, utiliy moves, preliminary engineering, supervision, etc.

THE HIDDEN 23%

There are many benefits in working for the Highway Department, and one of them is the hidden 23% that your monthly pay check doesn't show. For example, a highway employee making $400 per month pockets an additional $91.60 in hidden benefits every month.

These benefits aren't as tangible as a check for exactly $91.60, but they are just as good as money in the bank. Instead of cash, highway employees receive paid leave, industrial accident insurance, and matching Social Security and retirement payments.

The state picks up the tab for each of these benefits at a rate equal to 23% of your monthly salary—whatever it may be. Broken down, the hidden 23% fringe benefits are:

14.8%—Leave with Pay
3.6%—Social Security
3.3%—Public Employee's Retirement System
1.2%—Industrial Accident Insurance

Leave With Pay

The first item, leave with pay, constitutes the largest chunk of the fringe benefits. The 14.8%, or $59.20 at a $400 salary, includes vacation, sick leave, jury duty and military requirements.

Every Highway Department employee accumulates vacation time at the rate of one and one-fourth working days per month. You can add up to a maximum of 30 days vacation time, which then must be taken or forfeited. But, to get any vacation time at all, you must first work a minimum of one full year for the department.

Sick leave accumulates at the rate of one day per month, and can accrue up to any amount. Each employee is entitled to paid sick leave entirely as part of Highway Department policy—it is not a state law.

But you don't always have to be sick to take sick leave. A serious illness or the death of a member of your immediate family, or even funeral attendance, are included.

Any employee who resigns from the department forfeits his sick leave, but after at least a year with the department the employee is entitled to collect his vacation pay.

Men employees registering for military service or taking a military physical won't lose any salary for the time away from work. In the same sense, National Guard or Military Reserve members are entitled to full pay during encampment periods.

Personnel required to serve jury or witness duty take no pay reduction either.

Retirement Income

Secondly, Social Security payments by the state account for 3.6%, equal to $14.40 at a $400 salary, of the employee benefits. Ten years ago state workers were not covered by Social Security. A 1955 law made them eligible for Social Security benefits, and the state now pays a set percentage for each employee. As a worker, however, you also pay individually for Social Security.

The third item, and most popularly understood, is retirement. The Public Employee's Retirement System was created by the Montana legislature in 1945. This gives retirement payments to all highway personnel. Every new employee is eligible for membership in the system and individuals contribute from 3% to 9.6% of their own salary, depending on age. The state pays a set 3.3%, or $13.20 on a $400 example salary, per employee.

A Highway Department employee who resigns before retirement has the right to re-claim the full amount of his own contributions to the retirement fund. The employee who remains with the department until the time of retirement gets his contributions back with interest, on a monthly basis. These payments are made in addition to regular Social Security payments given on a federal basis.

Accident Insurance

Finally, the state pays 1.2%, or $4.80 at the example salary, toward Industrial Accident Insurance.

If you are injured permanently while on the job, you can receive half pay for the rest of your life. If you are permanently disabled apart from employment, and you have ten years of service to the department behind you, you are entitled to payment based on your annuity.

All these "fringe benefits" add up to a $91.60 addition to every $400 paycheck. If your salary is more or less than that example, your benefits will equal the same percentages of your own gross salary.

Many highway employees are not fully aware of these basic benefits. Since the figures do vary with each paycheck, it might be worth your time to figure how much you gain in benefits each month. After all, it is money in your pocket.

Miss Karen Munson, highway hostess, considers the message on this poster in the Helena office. The posters are part of a new highway employee program.

Poster Program Initiated

The wall posters, now on display in our district offices, represent a new program instituted by the State Highway Engineer's office. Each district has been supplied with several posters and more will be mailed to keep a regular schedule of weekly changes.

The poster program will touch on various subjects pertinent to our organization. The first posters will consider company waste, excuses as attempted replacements for work, the necessity of rules and the importance of teamwork.

The purpose of the new poster program is to help promote efficiency and build morale among highway personnel, as well as to add a little humor to our lives.

State Observes Highway Week

National Highway Week was observed in Montana during the week of September 19-25.

Governor Tim Babcock issued a proclamation explaining the purpose of National Highway Week as a "recognition of the importance of highway transportation to the social and economic progress and defense of our nation and state."

The Governor urged all Montanans to give recognition to the value of highway transportation to their own activities and to the national welfare.

Helena Forms Association

Employees in the Helena highway office have announced the formation of a new association of Highway Department employees.

The organization will be known as the Association of Highway Employees and is presently an official chapter of the Montana Association of Highway Employees, Inc. based in Butte.

At a recent organizational meeting, Fred Jawart was elected the first president of the Helena group. Jawart explained that the organization is dedicated to the betterment of Highway Department employees and "to promote better understanding between the employees and the Highway Commission."

The new organization head said the chapter has 150 paid memberships and a rapid membership growth in the future is anticipated.

G-23 Exam Gets Time Extension

Montana Highway Commissioners in September added 30 months to the period in which veteran employees may take an examination to step up to the classification of G-23, or resident engineer.

At least 14 engineers have applied to take the examination for the higher classification. The tests are to be prepared and given at Montana State University in Bozeman.

Either ten years of experience as a project engineer or a degree in civil engineering is required for eligibility to take the exam.

After the 30-month period lapses, a G-23 classification will have to be attained by passing the standard test for registered professional engineers.

Indian Studies Department

The chief engineer of the Public Works Department, Punjab, India, has arrived in Helena to work with the Montana Highway Department for a month.

Shri J. S. Marya is supervisor of construction and maintenance of roads and buildings in Punjab. He is studying in the United States under a United Nations fellowship and will spend a month in Montana because the mountainous terain is similar to that in Punjab.

Marya recently met with State Highway Engineer, Paul Johnson, to consider the administration and organization of the Montana Highway Department. He also toured the maintenance shops and remarked that India does not yet possess any rotary snow removal equipment as used in Montana, even though snow there is usually very deep and difficult to remove.

Division Staff Changes Told

Eldon Lovass and Kenneth Sampson have both left the engineering staff of the Glendive District Office. Lovaas will venture into local self-employment while Sampson has accepted another position in Kalispell.

Elton R. Hartze resigned as clerk on the Glendive office to accept a position as field representative for the Public Employee's Union. The office has employed Bob Eggebrechat to fill the vacancy left by Hartze.

Helena Office

The Helena office has had two retirements and subsequent promotions. Jack R. Beckert, assistant bridge engineer, was appointed pre-construction engineer upon the retirement of Clifford J. Thompson. Thompson recently retired after 40 years of service in the department.

Beckert, a native of Chicago, holds a bachelor of science degree in civil engineering from the University of Michigan.

His appointment became effective August 31.

Dewey E. Nay has succeeded Mrs. Louise Garber as Office Service Supervisor. Mrs. Garber retired after serving the state for 21 years.

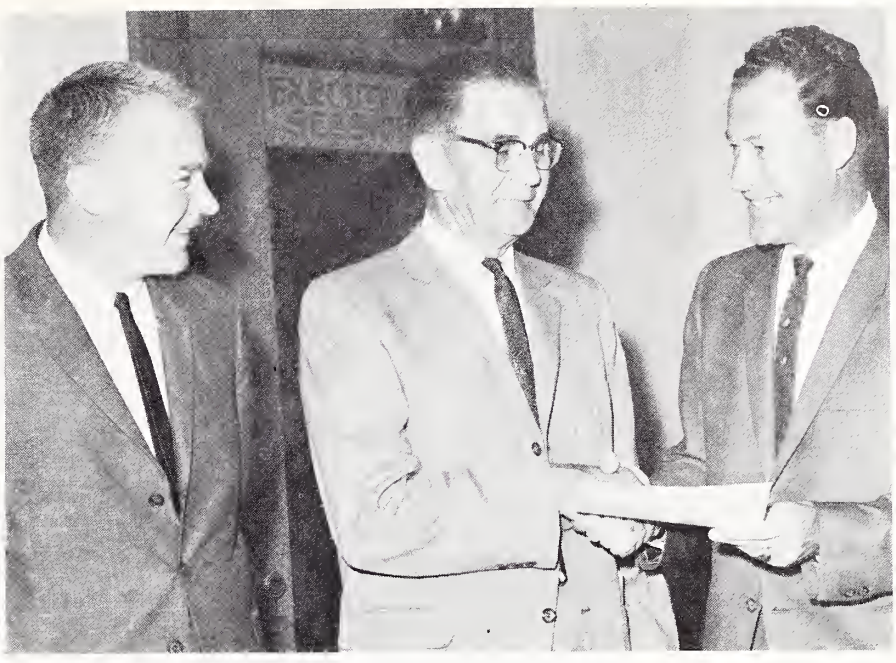
Originally from Culbertson, Montana, Nay was first employed by the Highway Department in 1952. His appointment became effective September 1.

Glendive

Donald R. Smail was recently promoted to Division Construction Engineer in the Glendive Division. Smail attended both the University of North Dakota and Gonzaga University while attaining his B.S. in Civil Engineering. He was first employed by the Highway Department in 1958.

Effective September 27, Bruce Russell was promoted to Division Construction Engineer in the Havre Division. Russell graduated with a B.S. in Civil Engineering in 1951 after attending Eastern Montana College and Montana State University. The engineer began working with the Highway Department in 1954.

William J. Purvis, previously employed in the Helena Construction Department, has recently been promoted to Division Engineer at Kalispell. Purvis attained his B.S. in Civil Engineering from Montana State University at Bozeman and was first employed by the Highway Department in 1963.



Cliff Thompson, left, retiring pre-construction engineer, recently received a pin and certificate from Governor Tim Babcock. The presentation was made in recognition of Thompson's 40 years of service to the department. Alex Blewett, Highway Commission Chairman, looks on.

Service Awards Presented

Pins and certificates recently awarded to highway employees in the various divisions represent recognition of 460 accumulated years of service to the Commission.

BILLINGS — Ken Hartman, project engineer, 10 years.

BOZEMAN — Austin Bailey, maintenance, 35 years; Elliott Barkell, maintenance supervisor, 20 years; Leo Ray, maintenance, 10 years; William Nimmons, project engineer, 15 years.

BUTTE — Cliff Lean, clerk, 10 years; Henry Lauri, maintenance, 10 years; Guy Upman, maintenance, 20 years; George McManis, rodman, 5 years.

GLENDIVE — Norman Entzel, maintenance, 20 years; T. A. Kountz, maintenance, 15 years; Wayne Monte, resident engineer, 20 years.

GREAT FALLS—John Tenny, maintenance, 20 years; Charles Heber, project engineer, 20 years.

HAVRE — Ruben Kohlman, maintenance, 20 years; Clarence Ratchye, office manager, 30 years.

KALISPELL—Jack A. Decker, maintenance, 10 years.

LEWISTOWN — A. E. Harachek, division engineer, 35 years; Berton S. Spring, maintenance foreman, 20 years; Oscar Mauland, rodman, 20 years; Gerald Charlton, right of way agent, 5 years; Douglas Durocher, rodman, 5 years; Charles K. Ramsey, maintenance, 5 years.

MILES CITY — Philip Owens, maintenance, 15 years; Clifford Prahl, maintenance, 15 years.

MISSOULA — Harry M. Johnson, sectionman, 15 years; Lawrence S. Murray, truck driver, 10 years.

WOLF POINT — Robert Hanson, draftman, 5 years; Theodore Lee, maintenance, 15 years; Wilbur Sugden, lab techician, 5 years.

Tourist Program Shows Success

A tourist information booth, set up this summer on an experimental basis in the Helena office, has closed after a most successful session.

Miss Karen Munson, a student at Montana State University, acted as Highway Hostess at the booth. She reports that an average of 16 tourists visited the booth each day during the month of July. The number increased sharply during August, with an average of 38 people visiting the booth per day.

A summer total of 2,014 persons took advantage of the information booth. These people represented 34 states, 5 Canadian provinces and 6 foreign countries.

Non-tourists, or those people seeking information about the Highway Department iself, numbered 654 for the entire summer.

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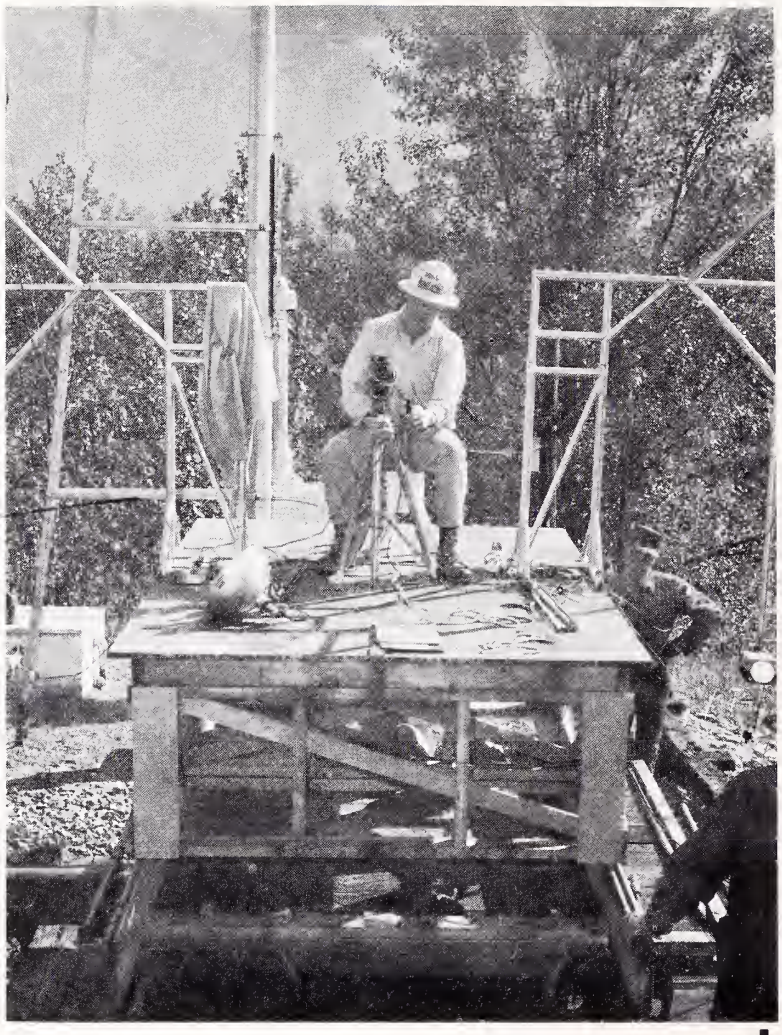

Picture A Tunnel

Photography is continually playing a bigger role in the building of Montana's highway network.

Pictured above is Marvin Kalland of the Highway Department in Helena, checking out his electrical connections before photographing a railroad tunnel near Glacier National Park earlier this Fall. Kalland and two of his photographic co-workers recorded pictorially the walls of the tunnel prior to a highway contractor blasting and building new section of U.S. 2 over the railroad structure.

Among the odd items of equipage are electronic flash units, a special built sliding scaffold to keep the camera in the center of the tunnel and a 110-volt generator to furnish power. Kalland and his equipment are mounted on a flatbed railroad cart that is pushed along by hand.

Every square inch of the tunnel was photographed, taking the three photographers five days. Approximately 1,260 pictures were made.

This reconstructed portion of U.S. 2 will eliminate a dangerous underpass known as "Denny's Underpass". Also, much of the twisted and wrecked highway, damaged by the 1964 flood, will be replaced by this new section.

Photographs of the railroad tunnel were required to determine at a later date if any damage is done to the structure because of blasting and construction of the road.

Montana Highway Commission
Highway Building
Helena, Montana 59601

Return Requested